

## FEBRUARY 18, 2022

## I. INTRODUCTION

## II. FACTS AND PROCEDURAL HISTORY

<sup>1</sup> Armstrong was granted its Class E (Household Goods) Certificate of Public Convenience and Necessity during a transfer of assets from Dale J. Cook Moving and Storage, Incorporated, in July 2021. The Certificate was originally issued on September 9, 1986.

By letter dated October 22, 2021, the Clerk’s Office of the Commission instructed Armstrong to publish the Notice of Filing (“Notice”) in newspapers of general circulation in the areas affected by the Application. The Notice summarized Applicant’s initial proposed changes and advised any person desiring to participate as a party of record to file a Petition to Intervene on or before November 29, 2021. Armstrong filed its Affidavit of Publication for the filing on November 3, 2021, as required, and it was published in *The State* on October 24, 2021. No person or entity intervened.

The Office of Regulatory Staff (“ORS”), a party of record pursuant to section 58-4-10(B) of the South Carolina Code of Laws (Supp. 2021), was notified of the requested amendment and filed its notice of appearance on October 19, 2021. By letter dated December 10, 2021, ORS informed the Commission Armstrong was in compliance with Commission rules and regulations. ORS also noted the Company was in compliance with its Annual Report and Gross Receipt filing requirements, and ORS verified it did not receive any consumer complaints regarding Armstrong in the past 12 months.

As part of its review, ORS provided a detailed Tariff Comparison, noting the increase in Armstrong’s proposed rates from the SCTB Tariff. The Company’s proposed tariff changes are extensive, as evidenced by ORS’s lengthy Tariff Comparison. The most consequential amendment is likely the new rate structure, which incorporates “Peak” and “Non-Peak” rate schedules for pricing.

Armstrong’s Peak rate applies from May 15 through September 14 each year, and the Non-Peak rate applies from January 1 through May 14 and September 15 through December 31. The percentage increases from the SCTB to Armstrong’s new proposed tariff, provided by the Applicant, are listed below:

PERCENTAGE (%) INCREASES PROPOSED		
RATE	PEAK SEASON (% CHANGE)	NON-PEAK SEASON (% CHANGE)
Packing	15%	15%
Local Moving	30%	20%
Transportation	20%	10%

“Assessorial charges,” which includes overtime, unpacking, and re-weighing costs, among other charges, also rose in price. For instance, the cost for an extra stop, which used to be based on mileage, is now \$150, and the flight carry fee (for moving items up flights of stairs) increased to \$60 per flight. Additionally, the cost to move certain bulky items increased.

The Commission found the increases summarized above to be reasonable. Although the rate increases are acceptable, the Commission asserted other aspects of the tariff, specifically the verbiage regarding additional stops and the flight carry fee, needs clarification.

The Commission addressed the proposed amended tariff in virtual business meetings on January 13, 2022 and January 27, 2022. Chairman Justin T. Williams presided during both meetings. On January 13, 2022, a motion was made to “carry over” the docket in order to further examine the reasonableness of certain proposed changes. The motion was granted, and the matter was postponed pursuant to Order No. 2022-20.

On January 27, 2022, the Commission took up the matter again, and a motion was made to approve Armstrong’s Amended Tariff, with two additional requests from the Commission. The motion was granted, and the additional amendments are as follows:

First, the Commission requested that the tariff be “updated to reflect that any fees related to additional stops during the move shall only be applied to the customer when they are specifically requested by the customer.” This mandate relates to tariff Rule 5, involving extra pick-ups and deliveries. Second, the Commission requested that “the flight carry fee be updated to include a list of costs for each additional flight of stairs.” The basis for each change was to “clarify the proposed rates.” The Commission ordered Armstrong to incorporate these changes in a Second Revised Proposed Tariff (“Final Tariff”) within thirty (30) days of the Directive’s date, January 27, 2022.

In complying with the Directive, Armstrong added the following language to Rule 5 of the Final Tariff: “[a] charge for each extra pick-up or delivery will apply only when the customer has requested Armstrong make additional stops outside of the primary origin and destination location.” This additional language to the Rule satisfies the Commission’s request for clarification. Regarding the second proposed amendment, Armstrong decided to remove the stair carry charge from its tariff altogether. Thus, any concern about clarity is now moot. The Company’s Final Tariff was filed on February 9, 2022, and it is included herein as Order Exhibit No. 1.

### **III. APPLICABLE LAW**

The Commission is specifically authorized to regulate carriers of household goods, and to set their rates and charges: “[t]he commission must promulgate regulations necessary to control entry and certification standards, set rates and charges, and establish enforcement procedures and powers to govern the operations of carriers of household goods and hazardous waste for disposal.” S. C. Code Ann. § 58-23-590 (2015).

The Commission is authorized to fix or approve the rates charged by every South Carolina motor vehicle carrier: "[t]he commission shall regulate every motor carrier in this State and fix or approve the rates, fares, charges, classifications, and regulations pertaining to each motor carrier.... The rates once established remain in effect until such time when the commission determines the rates are unreasonable." § 58-23-1010.

1. The commission shall make, fix, establish, or allow just and reasonable rates, fares, charges, classifications, and rules for all motor carriers subject to its rate jurisdiction.

2. As often as circumstances may require, the commission upon notice and hearing, if deemed necessary, from time to time may change or revise, or cause to be changed or revised, any rates, fares, charges, classifications, and rules of a carrier who operates under a Certificate of PC&N.

Regulation 103-191, S. C. Code of Regulations (2012).

"Every rate made, demanded, or received by any motor carrier operating under a Certificate of PC&N... shall be just and reasonable." Reg. 103-192. Once rates are approved, motor carriers are prohibited from charging more or less than the rates specified in lawful tariffs, schedules, or by specific order of the Commission:

[N]o motor carrier operating under a Certificate of PC&N shall charge... a greater or lesser or different compensation for transportation, or for any service rendered, than the rates, fares, and charges specified in the lawfully applicable tariffs or schedules in effect from time to time.

S.C. Code Ann. Regs. 103-198 (2012).

#### **IV. FINDINGS OF FACT**

After review of the Application and all of the evidence in the record, the Commission makes the following findings of fact.

1. Armstrong provided a proposed amended tariff, setting forth increases in the cost of its moving services, as well as other tariff amendments.

2. The requested amendments set forth in the Application are reasonable, with exception of certain rules requiring additional clarity, which have been specifically addressed herein.

3. ORS reviewed the Application of Armstrong and provided a tariff comparison chart.

4. ORS determined Armstrong is in compliance with all applicable Commission rules and regulations, including the Annual Report and Gross Receipt filing requirements.

5. ORS has not received any consumer complaints about Armstrong in the past twelve months.

6. Armstrong provided the Commission with a Final Tariff on February 9, 2022, incorporating the proposed changes needed to clarify the cost of extra stops.

7. Armstrong removed the extra cost associated with carrying items up a flight of stairs, thus eliminating the need for clarification.

## **V. CONCLUSIONS OF LAW**

1. The Commission concludes the proposed changes and amendments to the rates and certain other tariff changes are reasonable pursuant to Regulations 103-191 and 192 of the South Carolina Code of State Regulations.

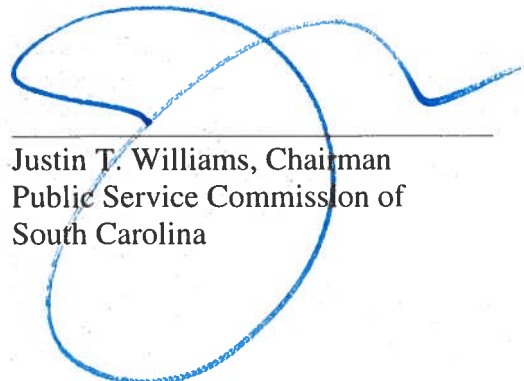
2. The Commission approves Armstrong's Final Tariff pursuant to the authority of the Commission established in section 58-23-1010 of the South Carolina Code of Laws (2015).

**VI. ORDERING PROVISIONS**

**IT IS THEREFORE ORDERED THAT:**

1. The Application of Armstrong Relocation Company, Charleston, LLC to amend its tariff is granted as set forth in this order.
2. The proposed amendments to the rates and other changes in the Final Tariff, filed with the Commission on February 9, 2022, are hereby approved. A copy of the Final Tariff is attached hereto as Order Exhibit No. 1.
3. This Order shall remain in full force and effect until further order of the Commission.

**BY ORDER OF THE COMMISSION:**



Justin T. Williams, Chairman  
Public Service Commission of  
South Carolina

**ARMSTRONG RELOCATION COMPANY, Charleston LLC.**  
**JOINT AND LOCAL RATES**  
**APPLYING ON**  
**HOUSEHOLD GOODS**  
**TRAFFIC HAVING ORIGIN, DESTINATION AND ENTIRE**  
**TRANSPORTATION WITHIN THE STATE OF SOUTH CAROLINA**  
**HOUSEHOLD GOODS TARIFF**  
**EFFECTIVE January 1, 2022**

**ISSUED BY:**  
**ARMSTRONG RELOCATION COMPANY, Charleston LLC.**  
**MARK FITZGERALD, EXECUTIVE VICE PRESIDENT**  
**7167 Cross County Rd.**  
**North Charleston, SC 29418**  
**PHONE 843-552-4833**

### **General Rules and Regulations**

Governs all sections of this tariff unless otherwise provided within individual sections. Except as otherwise provided herein, the rates named in this tariff include one pick-up and loading at point of origin and one delivery and unloading at point of destination.

#### **Rule 1: GOVERNING PUBLICATIONS**

Governed excepted as otherwise provided herein by:

Household Goods Mileage Guide No. 19, supplements thereto or subsequent reissues thereof. Any dispute as to mileage shall be referred to the South Carolina Public Service Commission for determination.

#### **Rule 2: PROPERTY SUBJECT TO UNIFORM HOUSEHOLD GOODS BILL OF LADING**

Unless otherwise provided, when property is transported subject to the provisions of this tariff, or as amended, the acceptance and the use of the Uniform Bill of Lading as attached hereto and made a part hereof is required.

#### **Rule 3: DECLARATION OF VALUE**

- Shippers are required to state specifically, in writing, the agreed or declared value of the property.
- Valuations shall be declared in accordance with FMCSA released rates under MC-No.02, of January 29, 1938, and stated in cents or dollars and cents per pound per article.
- If shipper declines to declare the value or agree to a released value in writing, the shipment cannot be accepted.
- The agreed or declared value shall be deemed to relate to all services undertaken by the carrier for its agents and to each article separately and not to the shipment as a whole, and such agreed and declared value must be entered on the Bill of Lading in the following form:

SHIPPER HEREBY RELEASES THE ENTIRE SHIPMENT TO A VALUE NOT EXCEEDING \_\_\_\_\_ THE CARRIER'S LIABILITY FOR LOSS AND DAMAGE WILL BE .60 PER LB. PER ARTICLE UNLESS A GREATER AMOUNT IS SPECIFIED BY THE SHIPPER.

- Carrier may provide replacement cost coverage at an additional cost.

**RULE 4: BASIS OF WEIGHT**

- The tare weight of each vehicle used in the transportation of household goods shall be determined by having it weighed prior to the transportation of each shipment, without the crew thereon, by a certified weigh master or on a certified scale. Each carrier shall retain in the vehicles subject to inspection, a weight master's certificate of weight tickets as each such vehicles showing the tare weight, a date weighed, and a list of such equipment.
- After the vehicle has been loaded it shall be weighed, without the crew thereon, prior to delivery of the shipment and the net weight shall be determined by deducting the tare weight from the loaded weight, except that in instances where to adequate scale is located at origin or at any point within a radius of ten (10) miles thereof, a constructive weight, based on seven (7) pounds per cubic foot of property loaded van space, may be used. The gross weight, tare weight, and net weight, or the constructive weight, shall be shown on the Bill of Lading and Freight Bill.
- All tare, gross, actual or constructive weights, shall be properly certified to, by the person or persons who ascertain such weights.

**RULE 5: EXTRA PICK-UP OR DELIVERY**

- Portions of a shipment may be picked-up at one or more places enroute between origin and destination. Charges will be for the total weight or entire shipment for the total distance from farthest point origin to ultimate destination. The total charges for picked-up or delivered portions shall not, in any case exceed the

total charges as would apply if computed to each portion as a separate shipment. A charge for each extra pick-up or delivery will apply only when the customer has requested Armstrong additional stops outside of the primary origin and destination location.

**RULE 6: LOADING AND UNLOADING**

- Except as otherwise provided herein, if a shipment is delivered to or picked-up at a warehouse, the rate for transportation include only the unloading or loading at door, platform or other point convenient or accessible to the vehicle.

**RULE 7: VALUATION CHARGES**

- VALUATION CHARGES provided for in this item, WILL APPLY UNLESS SHIPPER EXPRESSLY RELEASES THE SHIPMENT TO A VALUE NOT TO EXCEED SIXTY (60) CENTS PER POUND PER ARTICLE.
- ON SHIPMENTS WITH FULL VALUE PROTECTION, the applicable charge of five (\$5.00) per pound times the actual weight (in pounds) of the shipment will apply.
- ON ALL SHIPMENTS WITH REPLACEMENT COVERAGE the applicable rate of \$1.20 per \$100.00 will apply.
- ON SHIPMENTS OR PORTIONS THEREOF WHICH ALSO INVOLVE STORAGE-IN-TRANSIT, the following additional valuations charges apply:
- FOR EACH STORAGE period of 30 (thirty) days or fraction thereof, the additional charge for SIT valuation will be 15 (fifteen) percent of the monthly storage cost.

**NOTE:** If the shipper wished to avoid these additional charges, he must agree that if any articles are lost or damaged, the Carrier's liability will not exceed 60 (sixty) cents per pound for the actual weight for any lost or damaged article or articles in the shipment.

**RULE 8: ARTICLES OF HIGH OR EXTRAORDINARY VALUE**

- Unless otherwise provided, the following property will not be accepted for shipment: Bank bills, coins or currency, deeds, notes, drafts or valuable papers of any kind, jewelry, postage stamps, stamp collections, revenue stamps, redeemable trading stamps, letters or packets of letters, precious stones, or article or peculiarly inherent or extraordinary value; precious metals or articles manufactured there from. Should such articles come into possession of the carrier with or without his knowledge, responsibility for safe delivery will not be assumed.

**RULE 9: INSPECTION OF ARTICLES**

- When carrier or his agent believes it is necessary that the contents or packages be inspected, he shall make or cause such inspection to be made or require other sufficient evidence to determine the actual character of the property.

**RULE 10: STORAGE- IN-TRANSIT**

- STORAGE-IN-TRANSIT of household goods is the holding of a shipment in the warehouse of carrier's agent for storage pending further transportation. This service will be performed only upon the request of shipper and subject to the following provisions:
  - \*\*Carrier may require payment of accumulated transportation and accessorial charges when transit shipment is delivered to temporary storage warehouse.
- Shipments moving under this rule may be stored in transit only one and for a period not to exceed 180 (one hundred eighty) days from the date of delivery to warehouse. When instructions for further transportation are not given prior to the expirations of 180 day period, the in-transit character of the shipment will cease and the warehouse will be considered the final destination of the shipment. When shipment remains in storage after the expiration

of the 180 (one hundred eighty) days all accumulated transportation or accessorial charges must be paid unless previously collected.

- If the STORAGE-IN-TRANSIT warehouse is located in neither the original point of origin or final destination of shipment, transportation charges shall be assessed upon the basis of applicable rate published in tariff from initial point of pick-up to STORAGE-IN TRANSIT warehouse, plus applicable rate in tariff from STORAGE-IN-TRANSIT warehouse to point of final destination.
- Pick-up and delivery transportation rate on STORAGE-IN-TRANSIT Shipments (subject to 4,000 pound minimum) via:

\*When point of pick-up or delivery and warehouse are both located within same municipality or within a distance of 30 (thirty) miles or less. Pick-up and delivery charges on shipments traveling 31 (thirty one) miles or more between points of origin or destination and warehouse, apply transportation rate stipulated in transportation rate schedule.

- In addition to applicable transportation rate and accessorial charges the following storage charges shall be assessed on shipments handled under the provision of this rule: \$5.50 per 100 pounds of each 30(thirty) days or fraction thereof, subject to a minimum charge based on 4,000 (four thousand) pounds per shipment.
- Shipper or owner upon proper notice in writing to carrier before shipment is removed from STORAGE-IN-TANSIT warehouse and prior to expiration of 180 (one hundred eighty) days of storage period provided herein may change final destination originally shown on BILL OF LADING.
- When a shipment is stored in transit under this rule the carrier shall promptly furnish the shipper:
  - a. An itemized list of all articles stored showing the condition when received in the warehouse, such list to make a reference by number or otherwise to the BILL OF LADING covering the shipment.
  - b. An itemized list of all articles stored showing condition when

removed from the warehouse, such list to make reference by number or otherwise to the BILL OF LADING covering said shipment.

- c. The date on which shipment was received at and removed from STORAGE-IN-TRANSIT warehouse.
  - d. The dates when all charges were paid.
- A onetime warehouse handling charge per 100 pounds will apply, subject to a minimum charge based on 4,000 (four thousand) pounds per shipment, shall apply on all STORAGE-IN-TRANSIT shipments, such charges to be assessed only once except as noted in Rule 11.
  - Holding Fee - \$250.00 per day with a 5 day maximum.

**RULE 11: ATTEMPTED DELIVERY**

- Compensations to the carriers for attempted delivery to residence fault of the shipper, will be as follows:
  - a. Mileage from warehouse to residence: If total mileage is 30 (thirty) miles or less, pick-up or delivery transportation rates on STORAGE-IN-TRANSIT shipments will apply.
  - b. If total mileage is greater than 30(thirty) miles, the transportation rate is the applicable line-haul rate table will apply.
  - c. Warehouse Handling: A second warehouse handling charge will apply if the shipment is again placed into STORAGE-IN-TRANSIT. **NOTE:** If the shipment remains on the vehicle until delivery, this additional warehouse handling charge will not apply.
  - d. Waiting time: the provision of waiting time will apply if carrier is required to wait at residence.
  - e. STORAGE-IN-TRANSIT: If property is again placed into STORAGE-IN-TRANSIT, the same SIT control number will apply. Storage charges will continue at the additional monthly rate.

**RULE 12: CLAIMS**

- Any claim for loss, damage, or overcharge shall be in writing and filed with the carrier within ninety (90) days after delivery. As a condition precedent to any claim adjustment or payment, said claims shall be accompanied by the original paid Bill if not previously surrendered to the carrier. Carrier may require certified or sworn statement of claim.
- Carrier shall be immediately notified for all claims for concealed and/or external damage and shall be given reasonable opportunity to inspect alleged external damage or concealed damage in the original package. It is incumbent upon the carrier or the designated agent of the carrier to inspect any and all reported damage and to provide for any repairs or compensation based in the level of liability selected. If damage is alleged to have occurred to the shipper's dwelling or surrounding, for example but not limited to, damage to walls, floors, steps, ceilings, rails, doors, driveway, lawn, fence, patio or garage, is the carriers liability or that of his designated agent to inspect the alleged damage. If such damage is determined to be transit related, it is the carrier's obligation to repair or restore to original condition or to otherwise make whole by compensation. Transit related damage occurring to a shippers dwelling or surrounding area is not covered by the Shipper's Declaration of Value. Any claim for property loss and/or damage must be reported within 48 hours of delivery/loading.
- The carrier's liability shall not exceed the cost of repairing or replacing the lost or damaged property with material of like kind and quality. It shall also not exceed the actual cash value of the property at the time and place of loss, but in no event to exceed the released value as determined by the signed Bill of Laden. Replacement or repairing will be determined by the lesser of the two amounts.
- The carrier shall not be liable for loss or damage occurring after the property has been delivered to or receipted for by the consignee or shipper or authorized agent of either. When the carrier is directed to unload or to deliver the property (or render

any services) at a place at which the consignee or its agent is not present, the property shall be at risk of the owner after unloading or delivery.

- Where the carrier is directed to load property from (or render any service at) a place or places at which the consignor or its agent is not present, the property shall be at risk of the owner before loading.
- The carrier's liability with regards to sets and matched pieces shall be limited to repair of the lost or damaged piece or pieces only and shall not extend to repair, replacement or recovering of the entire set, but in no event to exceed the released value as determined.

**RULE 13: PAYMENTS**

- The carrier will not deliver or relinquish possessions of any property transported by it until tariff rates and charges thereon have been paid in cash, money order or certified check except where other satisfactory arrangements have been made between the carrier and the consignor or consignee.
- Nothing herein shall limit the right of the carrier to require, at time of or before shipment, the prepayment in part of in full or guarantee of the charges.
- Subject to the foregoing paragraphs, provision of payment or charges on STORAGE-IN-TRANSIT shipments contained in Rule 10.

**RULE 14: HOURLY RATES**

- Charges based on time shall be computed by multiplying the hourly rate by the time involved. Fractions of an hour will be disposed as follows: where the time involved is less than 15(fifteen) minutes the charge shall be for one quarter of an hour. When in excess of 15(fifteen) minutes but not more than 30(thirty) minutes charge for one-half hour. When is excess of 30(thirty) minutes but not more than 45(forty-five) minutes charge for three-quarter of an hour. When in excess of 45 (forty-five) minutes, charge for one hour.

**RULE 15: COMPUTING CHARGES**

- Unless otherwise provided herein where rates are stated in amounts per hundred pounds, charges shall be computed by multiplying the total weight involved by the rate shown for a hundred pounds.

**RULE 16: MINIMUM CHARGE**

- Except as may be otherwise specifically provided for in this tariff or as amended, a shipment weighing less than 4,000 (four thousand) pounds shall be accepted only at a weight of 4,000 pounds and at the applicable rate shown for 4,000 pounds.

**RULE 17: RE-WEIGHING AND NOTIFICATION OF CHARGE EXPENSE**

- The carrier, upon request of the shipper may, prior to the delivery and when practical to do so, re-weigh the shipment. The charge for re-weighing, if applicable, shall be **\$225.00**. If the net re-weigh is at least 120 (one hundred twenty) pounds less than the initial net weight, the re-weigh shall be used for determining applicable rates and charges and the re-weight charge will not apply.

**RULE 18: SERVICING SPECIAL ARTICLES**

- The transportation rates in this tariff do not include servicing or de-servicing articles or appliances such as refrigerators, deep freezers, cabinets, non-front loading washing machines, non-plasma television sets, air conditioners, and the like, which if not properly serviced, may be damaged in, or incident to, transit; nor is liability assumed for any such damage unless said articles or appliances are serviced and de-serviced.

**RULE 19: IMPRACTICAL PICK-UP OR DELIVERY AND AUXILIARY SERVICES**

- It is the responsibility of the shipper to make shipments accessible to carrier or accept delivery from carrier at a point at which the road haul vehicle may be safely operated.
- When it is physically impossible for the carrier to perform pick-up of shipment at origin address for to complete delivery of shipment at destination address with normally assigned road haul equipment, due to the structure of the building, its inaccessibility by highway, inadequate or unsafe public or private road, overhead obstructions, narrow gates, sharp turns, trees, shrubbery, the deterioration of roadway due to rain, flood, snow, or nature of an article or articles included in the shipment, the carrier shall hold itself available at point of pick-up or tender delivery at destination at the nearest point of approach to the desired location where the road haul equipment can be made safely accessible.
- Upon request of the shipper, consignee or owner of the goods, the carrier will use or engage smaller equipment than its normal road haul equipment or provide extra labor for the purpose, if possible of accomplishment, or transferring the shipment between the residence and the nearest point of approach by the carrier's road haul equipment. Charges for this auxiliary service to cover labor and additional vehicle (if used) will be as provided and shall be in addition to all other transportations or assessorial charges.
- If the shipper does not accept the shipment at nearest point of safe approach by carrier's road haul equipment to the destination address, the carrier may place the shipment, or any part thereof not reasonably possible for delivery, in storage at the nearest available warehouse of the carrier, or, at the option of the carrier, in a public warehouse, subject to a lien for all lawful charges. The liability on the part of the carrier will cease when the shipment shall be considered as having been delivered.

- Transportation charges to cover the movement of shipment or part thereof from point which it was originally tendered to warehouse location, shall be computed on bases of weight of shipment of that part of shipment stored in warehouse, subject to applicable rate as provided in tariff from point at which it was originally tendered. All accrued charges of the shipment or any part thereof shall be due and payable upon delivery of same, to the warehouse. Any subsequent movement from warehouse shall constitute a new shipment.

**RULE 20: COMMODITY DESCRIPTION**

- The classification of property to which rates, rules and regulations apply to that class of property designated by the Interstate Commerce Commission in Ex Parte No. MC-19 as a commodity under the following description:
  - \* HOUSEHOLD GOODS. This group includes personal effects and property used or to be used in a dwelling and similar property if the transportation of such effects or property is:
    - a. Arranged and paid for by the householder, including transportation of property from a factory, or store when the property is purchased by the householder with the intent to use in his or her dwelling.
    - b. Arranged and paid for by another party. All property transported under the commodity description as set forth above, shall be subject to the minimum weights, rates, and charges, as set forth in this tariff , or as amended.

**Rule 21: Peak and Non-Peak Pricing Schedule**

- The standard pricing schedule will apply for any moving service that occurs from January 1<sup>st</sup> – May 14<sup>th</sup>, and September 15<sup>th</sup> – December 31<sup>st</sup>. For the peak moving season period of May 15<sup>th</sup> – September 14<sup>th</sup>, pricing will be determined based on the peak pricing schedule included in the tariff.

### **FUEL COST PRICE ADJUSTMENT (SURCHARGE)**

The fuel surcharge to be charged on shipments 30 miles or less will be a flat \$30.00 per truck per day. The fuel surcharge minimum of 30 miles is based on the distance from the origin home to the destination home.

The following percentage Fuel-Related Cost Price Adjustment (Surcharge) will apply on line-haul transportation charges on shipments that are 31 miles or more and transportation charges on shipments picked up and delivered into storage-in-transit, as described below:

1. On the first Monday of each calendar month, the South Carolina average price per gallon of diesel fuel will be determined.
2. If the first Monday of the month is a federal holiday, the price will be determined based on the price available on the next subsequent business day (Tuesday).
3. The fuel price obtained will then be indexed based on the fuel price/ Adjustment factor matrix set forth in this item to determine the Fuel Cost Price Adjustment that will become applicable on the fifteenth (15<sup>th</sup>) day of the month. The adjustment determined will apply for shipments loaded beginning on the 15<sup>th</sup> of the month and remain in effect through the 14<sup>th</sup> day of the subsequent following month starting from the effective date of this item.

\*For example, if the reported price of self-service diesel fuel determined on Monday, June 5, 2000 is \$1.259 per gallon, a two (2%) percent Fuel Cost Price Adjustment will apply for shipments loaded as of June 15, 2000 through July 15, 2000. Then, if the reported price of diesel fuel on Monday, July 3, 2000 increases to \$1.379 per gallon, a three (3%) percent Fuel Cost Price Adjustment will apply for shipments loaded as of July 15, 2000 through August 14, 2000.

4. To determine the Fuel Cost Adjustment amount to apply, multiply the applicable line-haul transportation charges as determined in accordance with the applicable transportation rate schedule, and the applicable pickup and delivery transportation charges on the Storage-

in-Transit shipments as determined in accordance with this tariff, by the percentage of Fuel Cost Adjustment Factor. The resulting charge is in addition to all other applicable transportation charges.

For example, if the applicable line-haul transportation charge is \$1,080.00 a two (2%) percent Fuel Cost Adjustment Factor would be \$21.60.

When the DOE Fuel Price per gallon reported on the first Monday of the month is:	The Fuel Cost Adjustment Factor that becomes effective on the 15 <sup>th</sup> day of the same month is:
Less than \$1.40	0%
From \$1.40 to \$1.549	1.0%
From \$1.55 to \$1.699	2.0%
From \$1.70 to \$1.849	3.0%
From \$1.85 to \$1.999	4.0%
From \$2.00 to \$2.149	5.0%
From \$2.15 to \$2.299	6.0%
From \$2.30 to \$2.449	7.0%
From \$2.45 to \$2.599	8.0%
From \$2.60 to \$2.749	9.0%
From \$2.75 to \$2.899	10.0%
From \$2.90 to \$3.049	11.0%
From \$3.05 to \$3.199	12.0%
From \$3.20 to \$3.349	13.0%
From \$3.35 to \$3.499	14.0%
From \$3.50 to \$3.649	15.0%
From \$3.65 to \$3.799	16.0%
From \$3.80 to \$3.949	17.0%
From \$3.95 to \$4.099	18.0%
From \$4.10 to \$4.249	19.0%
From \$4.25 to \$4.399	20.0%
From \$4.40 to \$4.549	21.0%
From \$4.55 to \$4.649	22.0%
From \$4.65 to \$4.849	23.0%
From \$4.85 to \$4.999	24.0%
Over \$4.999	(See Note 1)

- Note 1: If the DOE fuel price per gallon exceeds \$4.999, the twenty-four (24%) percent fuel surcharge herein, will be increased by an additional one (1%) percent for every fifteen (\$0.15) cents (or fraction thereof), per gallon increase in the price above \$4.999 per gallon.
- Note 2: notwithstanding any other provisions of the tariff, the Fuel Cost Adjustment Factor WILL APPLY to transportation charges applicable on storage-in-transit shipments when such shipments are delivered to or removed from the storage-in-transit location during the period that the Fuel Cost Adjustment Factor is in effect.
- Note 3: The Fuel Cost Adjustment **WILL BE SHOWN SEPARATELY** from the line-haul revenue on carrier transportation documents for the purpose of identifying the amount as special fuel-related revenue.
- Note 4: Fractions obtained in the calculation of the Fuel Cost Adjustment Factor will be disposed of as provided in this tariff.

## Rates and Charges for Accessorial Services

Effective date 1/1/2022

## Peak Pricing Matrix - Bulky Article Charges Applies May 15th - Sept. 14th

When a shipment includes bulky articles as named below, the following additional charges will apply for loading and unloading.

Item	Per	Rate
Canoes over 14 Ft.	each	\$210.00
Motorcycles	each	\$150.00
Farm Equipment / Implements in excess of 100 CU.FT.	each	\$300.00
Tractors and Riding Mowers	each	\$180.00
Snowmobiles or Riding Golf-Carts	each	\$300.00
Utility Trailers	each	\$270.00
Camper shells designed for pick-up trucks	each	\$390.00
Playhouses in excess of 100 CU. FT.	each	\$270.00
Hot Tubes and Spas	each	\$270.00

## Weight Additives

When a shipment includes the items listed below the transportation charges will be based on the net scale weight of the shipment, plus a weight additive calculated in accordance with the list below.

Item	Per	Weight Additive
Airplanes or Gliders	each	10,000 lbs.
Canoes, Light Rowboats and Kayaks 14 Ft. and over	each	1,000 lbs
Boat Trailers over 14 Ft. in length	each	2,000 lbs.
Sailboats over 14 Ft. in length	each	3500 lbs.
Campers and Pop-Up Trailers	each	4,000 lbs.

## Packing and Unpacking Rates

For shipments that require a full pack the per hundred rate will be used to calculate the packing cost. If a shipment does not require the carrier to complete a full pack the rate per carton charges will apply. Rates below for packing include packing material and the packing labor.

Unpacking is not included in the standard packing rate. If a full unpack is requested by the customer the per hundred rate will apply. The unpacking rate is the same rate at day of delivery or if requested after delivery. If customer requests a partial unpack the per carton rate will apply for the boxes unpacked by carrier.

**Full Pack per hundred rate** \$26.00 CWT

**Full Pack per hundred rate with overtime** \$28.00 CWT

(Overtime packing rates will apply on Saturday, Sunday and Holidays)

#### Per Carton Pack Rate

		Per	Pack	Unpack	OT Pack	OT Unpack
Dish carton	each	\$	42.12	\$29.00	\$48.44	\$33.35
1.5 carton	each	\$	11.34	\$7.00	\$13.04	\$8.05
3.0 carton	each	\$	17.28	\$11.00	\$19.87	\$11.55
4.5 carton	each	\$	20.52	\$13.00	\$23.60	\$14.95
6.0 carton	each	\$	22.68	\$15.00	\$26.08	\$17.25
Wardrobe carton	each	\$	27.00	\$15.00	\$31.05	\$17.25
Mirror carton	each	\$	37.80	\$25.00	\$43.47	\$28.75
Crib mattress	each	\$	15.12	\$8.00	\$17.39	\$9.20
Single mattress	each	\$	20.52	\$14.00	\$23.60	\$16.10
Double mattress	each	\$	24.84	\$16.00	\$28.57	\$16.80
Queen mattress	each	\$	31.32	\$21.00	\$36.02	\$24.15
King mattress	each	\$	34.56	\$22.00	\$39.74	\$25.30
Flat Screen TV ctn.	each	\$	185.00	\$35.00	\$229.77	\$40.25

**Full Unpacking per hundred rate** \$7.02 CWT

**Full Unpacking per hundred rate with overtime** \$9.18 CWT

**Debris Removal** \$250.00 per trip

**Extra Stop charge** \$150.00 per stop  
Extra stop charge will apply when the customer requires additional stops outside of the normal origin and destination location. The extra stop charge will apply for each extra stop made by the customers request.

**Labor rate** \$40.00 per hour  
The labor rate covers all accessorial services for which no charges are otherwise provided in the tariff.

**Overtime Labor rate** \$50.00 per hour  
The overtime labor rate will apply on Saturday, Sunday and Holidays

**Overtime Labor Per CWT** \$3.50 per cwt

**Piano and Pool Table Handling**

**Handling rate for Spinet and Upright Piano** \$102.00 per item

**Handling for Baby Grand and Grand Piano** \$210.00 per item

**Handling rate for Pool Tables** \$180.00 per item

**Waiting Time** \$62.00 per vehicle

Loading and unloading will be done between the hours of 8 am and 5 pm. The first hour is free to the customer. After the first hour is complete the waiting time applies until the customer is available at residence. Along with the Waiting Time vehicle charge the customer

will also be charged a labor rate of \$40.00 an hour for each man on the crew.

### Auxiliary Service

\$8.00 per hundred weight

Auxiliary service will apply when access for a larger truck is not possible. The charges for auxiliary services will be determined by the hundred weight of the shipment. If only part of the shipment requires an auxiliary service the per hundred weight must be determined of the portion of the shipment requiring shuttle service. The minimum weight requirement of 4,000 lbs applies to all shipments requiring auxiliary service.

### Elevator Charge

\$3.00 per hundred weight

Charge will apply when an elevator is required to reach the customers residence.

### Full Value Protection Rate

\$1.20 cents per hundred dollars

Valuation for full coverage is calculated at a rate of \$5.00 per pound. The minimum of 4,000 lbs. will apply to valuation calculations for shipment weighting less than 4,000 lbs.

### Storage in Transit Rate

Delivery In and Out of storage

Weight Group	Per CWT Charge
0-4000lbs	\$22.00cwt
4001-7000lbs	\$20.00cwt
7001lbs or more	\$16.00cwt

Storage for 30 days

\$6.00 CWT

Warehouse Handling

\$9.35 CWT

### Local Moving Rates

The local moving rates would apply to shipments moving 30 miles or less. The rates for loading, transportation and delivery would be calculated based on hourly rates. The hourly rate amount is determined based on the labor and trucks required for the job.

Category	Rate per hour	Overtime rate
Truck	\$ 62.00	\$ 62.00

Driver		\$ 50.00		\$ 65.00	
Helper		\$ 40.00		\$ 50.00	
Supervisor		\$ 68.00		\$ 80.00	

Note A: One hour travel time from 7167 Cross County Road North Charleston, SC 29418 will apply.

Note B: A three hour minimum charge plus travel time will apply.

Note C: Two hour travel time shall be charged on shipments in the Hilton Head Island, Kiawah Island, Seabrook Island, and Moncks Corner areas.

### Shortcuts:

Truck and 1 man = \$112.00

Truck and 2 men = \$152.00

Truck and 3 men = \$192.00

Truck and 4 men = \$232.00

### Transportation Rate Schedule

Rates are in dollars and cents per 100 (one hundred) pounds applied to the actual weight of the shipment.

A minimum weight charge of 4,000 lbs. does apply to shipments with an actual weight of less than 4,000 lbs.

Rates below are based on shipments released to a value not exceeding 60 (sixty) cents per pound per article.

This includes loading and unloading as well as, the actual transportation of property from origin to destination.

The rates below do not include additional charges.

For any shipments moving 31 miles or greater.

Miles	4,000 lbs to 7,999 lbs		8,000 lbs to 11,999		12,000 lbs and over
31-40	\$36.40	6,304	\$28.68	10,203	\$24.39
41-50	\$37.35	6,300	\$29.41	10,218	\$25.04
51-60	\$39.09	6,287	\$30.72	10,180	\$26.06
61-70	\$40.11	6,330	\$31.74	10,211	\$27.01
71-80	\$41.28	6,392	\$32.98	10,199	\$28.03
81-90	\$42.08	6,561	\$34.51	10,203	\$29.34
91-100	\$42.95	6,631	\$35.60	10,209	\$30.28

101-110	\$43.90	6,673	\$36.62	10,211	\$31.16	
111-120	\$44.70	6,684	\$37.35	10,199	\$31.74	
121-130	\$45.79	6,715	\$38.44	10,205	\$32.69	
131-140	\$46.23	6,816	\$39.38	10,203	\$33.49	
141-150	\$47.32	6,782	\$40.11	10,192	\$34.07	
151-160	\$48.48	6,811	\$41.28	10,201	\$35.09	
161-170	\$48.56	6,933	\$42.08	10,215	\$35.82	
171-180	\$50.67	6,839	\$43.32	10,205	\$36.84	
181-190	\$52.05	6,780	\$44.12	10,198	\$37.49	
191-200	\$52.71	6,840	\$45.06	10,197	\$38.29	
201-220	\$54.24	6,819	\$46.23	10,205	\$39.31	
221-240	\$55.47	6,898	\$47.83	10,210	\$40.70	
241-260	\$56.49	6,907	\$48.78	10,209	\$41.50	
261-280	\$57.73	7,011	\$50.60	10,222	\$43.10	
281-300	\$59.33	6,960	\$51.62	10,206	\$43.90	
301-320	\$61.30	7,040	\$53.94	10,202	\$45.86	
321-340	\$62.39	7,011	\$54.67	10,194	\$46.45	
341-360	\$64.21	7,039	\$56.49	10,206	\$48.05	
361-380	\$65.67	7,033	\$57.73	10,199	\$49.07	

Non-Peak Pricing Matrix Applies Jan. 1 - May 14th, Sept. 15 - Dec. 31

### Bulky Article Charges

When a shipment includes bulky articles as named below, the following additional charges will apply for loading and unloading.

Item	Per	Rate
Canoes over 14 Ft.	each	\$170.00
Motorcycles	each	\$120.00
Farm Equipment / Implements in excess of 100 CU.FT.	each	\$260.00

Tractors and Riding Mowers	each	\$150.00
Snowmobiles or Riding Golf-Carts	each	\$250.00
Utility Trailers	each	\$230.00
Camper shells designed for pick-up trucks	each	\$350.00
Playhouses in excess of 100 CU. FT.	each	\$230.00
Hot Tubes and Spas	each	\$230.00

### Weight Additives

When a shipment includes the items listed below the transportation charges will be based on the net scale weight of the shipment, plus a weight additive calculated in accordance with the list below.

Item	Per	Weight Additive
Airplanes or Gliders	each	10,000 lbs.
Canoes, Light Rowboats and Kayaks 14 Ft. and over	each	1,000 lbs.
Boat Trailers over 14 Ft. in length	each	2,000 lbs.
Sailboats over 14 Ft. in length	each	3500 lbs.
Campers and Pop-Up Trailers	each	4,000 lbs.

### Packing and Unpacking Rates

For shipments that require a full pack the per hundred rate will be used to calculate the packing cost. If a shipment does not require the carrier to complete a full pack the rate per carton charges will apply. Rates below for packing include packing material and the packing labor.

Unpacking is not included in the standard packing rate. If a full unpack is requested by the customer the per hundred rate will apply. The unpacking rate is the same rate at day of delivery or if requested after delivery. If customer requests a partial unpack the per carton rate will apply for the boxes unpacked by carrier.

Full Pack per hundred rate	\$24.00 CWT
Full Pack per hundred rate with overtime	\$26.00 CWT
(Overtime packing rates will apply on Saturday, Sunday and Holidays)	

**Per Carton Pack Rate**

	Per	Pack	Unpack	OT Pack	OT Unpack
Dish carton	each	\$ 42.12	\$29.00	\$48.44	\$33.35
1.5 carton	each	\$ 11.34	\$7.00	\$13.04	\$8.05
3.0 carton	each	\$ 17.28	\$11.00	\$19.87	\$11.55
4.5 carton	each	\$ 20.52	\$13.00	\$23.60	\$14.95
6.0 carton	each	\$ 22.68	\$15.00	\$26.08	\$17.25
Wardrobe carton	each	\$ 27.00	\$15.00	\$31.05	\$17.25
Mirror carton	each	\$ 37.80	\$25.00	\$43.47	\$28.75
Crib mattress	each	\$ 15.12	\$8.00	\$17.39	\$9.20
Single mattress	each	\$ 20.52	\$14.00	\$23.60	\$16.10
Double mattress	each	\$ 24.84	\$16.00	\$28.57	\$16.80
Queen mattress	each	\$ 31.32	\$21.00	\$36.02	\$24.15
King mattress	each	\$ 34.56	\$22.00	\$39.74	\$25.30
Flat Screen TV ctn.	each	\$ 185.00	\$35.00	\$229.77	\$40.25

**Full Unpacking per hundred rate**

\$7.00 CWT

**Full Unpacking per hundred rate with overtime**

\$9.00 CWT

**Debris Removal**

\$200.00 per trip

**Extra Stop charge**

\$150.00 per stop

Extra stop charge will apply when the customer requires additional stops outside of the normal origin and destination location. The extra stop charge will apply for each extra stop made by the customers request.

**Labor rate**

\$35.00 per hour

The labor rate covers all accessorial services for which no charges are otherwise provided in the tariff.

**Overtime Labor rate**

\$45.00 per hour

The overtime labor rate will apply on Saturday, Sunday and Holidays

**Overtime Labor Per CWT**

\$3.50 per cwt

**Piano and Pool Table Handling****Handling rate for Spinnet and Upright Piano**

\$80.00 per item

**Handling for Baby Grand and Grand Piano**

\$150.00 per item

**Handling rate for Pool Tables**

\$150.00 per item

**Waiting Time**

\$60.00 per vehicle

Loading and unloading will be done between the hours of 8 am and 5 pm. The first hour is free to the customer. After the first hour is complete the waiting time applies until the customer is available at residence. Along with the Waiting Time vehicle charge the customer will also be charged a labor rate of \$35.00 an hour for each man on the crew.

**Auxiliary Service**

\$8.00 per hundred weight

Auxiliary service will apply when access for a larger truck is not possible. The charges for auxiliary services will be determined by the hundred weight of the shipment. If only part of the shipment requires an auxiliary service the per hundred weight must be determined of the portion of the shipment requiring shuttle service. The minimum weight requirement of 4,000 lbs applies to all shipments requiring auxiliary service.

**Elevator Charge**

\$3.00 CWT

Charge will apply when an elevator is required to reach the customers residence.

**Full Value Protection Rate**

\$1.20 cents per hundred dollars

Valuation for full coverage is calculated at a rate of \$5.00 per pound. The minimum of 4,000 lbs. will apply to valuation calculations for shipment weighting less than 4,000 lbs.

### Storage in Transit Rate

Pickup and delivery

Weight Group	Per CWT Charge
0-4000lbs	\$19.00cwt
4001-7000lbs	\$18.00cwt
7001lbs or more	\$15.00cwt

Storage for 30 days

\$5.50 CWT

Warehouse Handling

\$8.00 CWT

### Local Moving Rates

The local moving rates would apply to shipments moving 30 miles or less. The rates for loading, transportation and delivery would be calculated based on hourly rates. The hourly rate amount is determined based on the labor and trucks required for the job.

Category	Rate per hour	Overtime rate
Truck	\$ 50.00	\$ 60.00
Driver	\$ 50.00	\$ 60.00
Helper	\$ 35.00	\$ 45.00
Supervisor	\$ 60.00	\$ 70.00

Note A: One hour travel time from 7167 Cross County Road North Charleston, SC 29418 will apply.

Note B: A three hour minimum charge plus travel time will apply.

Note C: Two hour travel time shall be charged on shipments in the Hilton Head Island, Kiawah Island, Seabrook Island, and Moncks Corner areas.

### Shortcuts:

Truck and 1 man = \$100.00

Truck and 2 men = \$135.00

Truck and 3 men = \$170.00

Truck and 4 men = \$205.00

## Transportation Rate Schedule

Rates are in dollars and cents per 100 (one hundred) pounds applied to the actual weight of the shipment.  
A minimum weight charge of 4,000 lbs. does apply to shipments with an actual weight of less than 4,000 lbs.  
Rates below are based on shipments released to a value not exceeding 60 (sixty) cents per pound per article.  
This includes loading and unloading as well as, the actual transportation of property from origin to destination.  
The rates below do not include additional charges.

For any shipments moving 31 miles or greater.

Miles	4,000 lbs to 7,999 lbs		8,000 lbs to 11,999		12,000 lbs and over	
31-40	\$32.76	6,304	\$25.81	10,203	\$21.95	
41-50	\$33.61	6,300	\$26.47	10,218	\$22.54	
51-60	\$35.18	6,287	\$27.65	10,180	\$23.46	
61-70	\$36.10	6,330	\$28.57	10,211	\$24.31	
71-80	\$37.15	6,392	\$29.68	10,199	\$25.23	
81-90	\$37.87	6,561	\$31.06	10,203	\$26.40	
91-100	\$38.66	6,631	\$32.04	10,209	\$27.26	
101-110	\$39.51	6,673	\$32.96	10,211	\$28.04	
111-120	\$40.23	6,684	\$33.61	10,199	\$28.57	
121-130	\$41.21	6,715	\$34.59	10,205	\$29.42	
131-140	\$41.61	6,816	\$35.45	10,203	\$30.14	
141-150	\$42.59	6,782	\$36.10	10,192	\$30.66	
151-160	\$43.64	6,811	\$37.15	10,201	\$31.58	
161-170	\$43.70	6,933	\$37.87	10,215	\$32.24	
171-180	\$45.60	6,839	\$38.98	10,205	\$33.15	
181-190	\$46.85	6,780	\$39.71	10,198	\$33.74	
191-200	\$47.44	6,840	\$40.56	10,197	\$34.46	
201-220	\$48.81	6,819	\$41.61	10,205	\$35.38	
221-240	\$49.93	6,898	\$43.05	10,210	\$36.63	
241-260	\$50.84	6,907	\$43.90	10,209	\$37.35	
261-280	\$51.96	7,011	\$45.54	10,222	\$38.79	
281-300	\$53.40	6,960	\$46.45	10,206	\$39.51	

301-320	\$55.17	7,040	\$48.55	10,202	\$41.28	
321-340	\$56.15	7,011	\$49.21	10,194	\$41.80	
341-360	\$57.79	7,039	\$50.84	10,206	\$43.24	
361-380	\$59.10	7,033	\$51.96	10,199	\$44.16	